

Amendments to the Specification:

Please replace paragraph [0002] with the following amended paragraph:

[0002] In another proposal shown in U.S. Pat. No., 5,590,617 (Gere) (~~Gere~~), the linkages between the rear marine propulsion unit and the steering arrangement at the front of the vehicle are bulky and heavy, at a location at the front of the vehicle where weight has to be carefully controlled in a planing amphibian. Furthermore, the steering according to Gere ~~Gere~~ is conformed so as to be operable in either a road mode or a marine mode. To allow this duality, the road steering system depends for operation on the steering rack being held in place by pressurized pneumatic rams. This is somewhat alarming from a safety viewpoint.

Please replace paragraph [0003] with the following amended paragraph:

[0003] It is considered advantageous to have road and marine steering system which can be operated simultaneously. This simplifies control systems, as there are less changes to be made in converting from road mode to marine mode or vice versa. Also, when maneuvering ~~manoeuvring~~ at low speed in water, particularly to direct an amphibian to a slipway, the steering effect of dependent road wheels may be at least as great as that of, for example, a steering nozzle attached to a jet drive. Furthermore, if both systems can be operated together, there is no need for complex systems to ensure that when one or the other system is switched in, it is always initially centered ~~centred~~. Finally, there is a safety advantage, in that in the unlikely event of breakage or seizure of the steering cable, a second steering system is available. In this context, it should be noted that the marine steering is self-centering ~~self-centring~~. In the absence of any control input or restraint of movement, passage of water through the jet nozzle will tend to center ~~centre~~ the nozzle.

Please replace paragraph [0004] with the following amended paragraph:

[0004] It is an object of the invention to provide a steering system for a planing plan amphibian in which the steering system is balanced, so that power assistance to the road steering matches the power assistance required to overcome the self centering centering tendency of the marine propulsion unit running at high speed. Another object is to reduce the bulk of parts of the steering assembly in the region between the front wheels, which have to retract to reduce water resistance in a planing amphibious vehicle.

Please replace paragraph [0007] with the following amended paragraph:

[0007] The steering system may be readily adapted to a steering system comprising more than one steered front front-axle. It could also be adapted to a marine propulsion system comprising more than one marine propulsion unit.

Please insert the following heading between paragraph [0007] and paragraph [0008]:

BRIEF DESCRIPTION OF THE DRAWINGS

Please replace paragraph [0012] with the following amended paragraph:

[0012] FIG. 4 is a plan view of a marine propulsion unit of the amphibian of FIG. 1, as steered by the de steering arrangement of FIG. 1.

Please insert the following heading between paragraph [0012] and paragraph [0013]:

DETAILED DESCRIPTION OF THE INVENTION

Please replace paragraph [0015] with the following amended paragraph:

[0015] The rack movement is some 114 mm lock to lock, whilst the steering wheel has 2,3 turns from lock to lock. Mounted to rack arm 24 is bracket 26, to which is in turn mounted link rod 28; to the other end ed of which is mounted bell crank 30. Crank 30 is pivoted about pivot 32, and coupled to push-pull push-pull cable 34; which is slidably mounted in flexible casing or

sleeve 36. The coupling between rack arm 24 and bell crack 30 is such that rod 28 is in front of steering column 20. This ensures economy of space.

Please replace paragraph [0016] with the following amended paragraph:

[0016] At the rear of the vehicle is marine propulsion unit 40, shown in FIG. 4, which has a steering nozzle 42 pivotally mounted to propulsion conduit housing 44 at 46. Bolted to said nozzle is steering arm 48, to which the push-pull cable is coupled. Sleeve 36 is fixedly secured at 50 to flange 52 of housing 4. Sleeve 36 is 15 to 17 mm in diameter, whilst cable 34 is 12 to 13 mm in diameter. The cable and sleeve are arranged in the vehicle with a minimum bending radius of 150 mm. A reversing bucket may ~~may~~ be fitted to the steering nozzle, as is known in the marine engineering art.